

List of Appendices

- 1. Local Transportation Infrastructure, Major Roads & Related Infrastructure**
 - a. Candidate Projects
 - b. Funding Allocations by Planning Area
 - c. Project Prioritization Criteria for Major Roads
 - d. Major Roadway Projects Data Table
- 2. Local Transportation Infrastructure– Funding Allocations by Community**
- 3. Safer Access to Schools**
 - a. Crossing Guard Location Evaluation Criteria
 - b. Summary Data, Crossing Guard Survey
 - c. Crossing Guard Requests (Phase 1 and 2)
- 4. Implementation and Claimant Forms**
 - a. Sample Application – Major Roads
 - b. Sample Funding Agreement – Local Roads
 - c. Sample Allocation Request Form
- 5. Project Fact Sheets**
 - a. Highway 101 Carpool Lane Gap Closure Project
- 6. Marin County Transportation Sales Tax Expenditure Plan**
- 7. Marin County Transit District Short-Range Transit Plan**
- 8. Comments and Responses on 2006 Draft Strategic Plan**

2006 STRATEGIC PLAN

Appendix 1 – Local Transportation Infrastructure, Major Roads & Related Infrastructure

Candidate Projects for Major Roads

The Expenditure Plan describes the Major Roads sub-strategy as targeting “the most heavily traveled and significant roads and related infrastructure in Marin County.” These are roads of countywide significance that may cross jurisdictional boundaries. The Expenditure Plan lists the following roadways, which were identified as “priority candidates” for funding under this sub-strategy:

- Atherton Avenue/San Marin Boulevard
- Novato Boulevard/South Novato Boulevard
- D Street/Wolfe Grade
- Las Gallinas Avenue/Los Ranchitos Road/Lincoln Avenue
- North San Pedro Avenue to the China Camp State Park Boundary or Sunny Oaks Drive
- Point San Pedro Avenue to the China Camp State Park Boundary or Biscayne Drive
- Red Hill Avenue/4th Street/2nd and 3rd Streets
- Andersen Drive
- Magnolia Avenue/Corte Madera Avenue/Camino Alto
- Redwood Avenue/Tamalpais Drive/Madera Boulevard/Tamal Vista Boulevard/Fifer Avenue/Lucky Drive/Doherty Drive
- Sir Francis Drake Boulevard from Interstate 580 to Platform Bridge
- Bridgeway Corridor (Bridgeway/Richardson Street/2nd Street/South Street/Alexander Avenue)
- Paradise Drive
- E. Blithedale Avenue
- Miller Avenue/Almonte Boulevard

**Funding Allocations for Major
Infrastructure Projects**

<i>Planning Area</i>	<i>Current Distribution</i>
	<i>(Based on 50% Population & 50% Road Miles)</i>
Northern Marin	19.9%
Central Marin	25.4%
Ross Valley	21.6%
Southern Marin	20.0%
West Marin	13.1%
TOTAL:	100.0%

Project Prioritization Criteria for Major Roads Projects

PERFORMANCE CRITERIA

The following performance criteria are contained in the Sales Tax Expenditure Plan on Page 18 to be used to prioritize major road projects. The projects implement the strategy to: Maintain, improve, and manage Marin County's local transportation infrastructure, including roads, bikeways, sidewalks, and pathways. This strategy is one of four focusing on the goal of the expenditure plan: Improve mobility and reduce local congestion for everyone who lives or works in Marin County by providing a variety of high quality transportation options designed to meet local needs.

Definitions of the performance criteria are provided below. A sample scoring application of the criteria follows each performance criteria definition, with a uniform scoring range used for each of the performance criteria (a weighting of the criteria is not reflected at this level of analysis).

Pavement Condition Index. The Pavement Condition Index (PCI) is a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition. The PCI method was developed by the Construction Engineering Research Laboratory of the U.S. Army Corps of Engineers. This method can be used on both asphalt surfaced and jointed Portland cement concrete (PCC) pavements. For a roadway segment with subsegments in the Pavement Management System with different PCI's, calculate a weighted average over the entire segment length. *The lower the PCI, the higher a roadway segment would be scored.*

PCI rating	Base	TAC	MPWA
≤ 25	10	38	40
26-50	7	30	30
51-75	4	20	20
≥ 76	1	10	10

Average Daily Traffic. The total traffic volume during a given period (from 1 to 365 days) divided by the number of days in that period. Current ADT volumes can be determined by continuous traffic counts or periodic counts. Where only periodic traffic counts are taken, ADT volume can be established by applying correction factors such as for season or day of week. For roadways having traffic in two directions, the ADT includes traffic in both directions unless specified otherwise. *Corridors with higher ADTs would score higher.*

ADT rating	Base	TAC	MPWA
$\geq 25,000$	10	20	25
15- 25,000	5	10	20
$\leq 15,000$	0	0	15

Transit Frequency. Transit frequency is a measure of availability of fixed route public transit to the public. As an objective measure, the average daily (AD) bus seat trips can be used as a

performance measure. Corridors with higher bus seat trips will score higher in this performance measure.

AD Transit	Base	TAC	MPWA
H => 3,000	10	12	5
M = 1,000-3,000	5	6	2.5
L =<1000	0	0	0

Note: Numeric values can be added to the AD transit (or Transit frequency) once data is obtained for the roadway segments.

Bicycle and Pedestrian Activity. Bicycle and pedestrian activity can be measured by determining if the roadway includes an existing pedestrian facility and/or bicycle facility or if a pedestrian and/or bicycle facility is planned in the community's adopted Bicycle Master Plan. Roadways with existing pedestrian and/or bicycle facilities would be scored higher, planned facilities next, and no adopted pedestrian and/or bicycle facilities lowest.

Bike/Ped	Base	TAC	MPWA
Existing pedestrian and/or bicycle facility	10	13	5
Planned pedestrian and/or bicycle facility	5	6.5	2.5
No planned pedestrian and/or bicycle facility	0	0	0

School Access. School access can be measured by the number of designated school zones included in the roadway segment.

School zones	Base	TAC	MPWA
Two or greater	10	10	5
One zone	5	5	2.5
No zones	0	0	0

Accident History. Accident history is a measurement of accidents for a certain volume of traffic. A typical measurement would be the gross number of accidents (one year period) divided by the ADT (using the Traffic Safety Manual formula). The CHP report (SWTTRS) could be used as a source of accident data.

Accident rate	Base	TAC	MPWA
High 7.5 - 10	10	7	5
Medium 2.5 – 7.5	5	3.5	2.5
Low 0 – 2.5	0	0	0

Note: Numeric values for high, medium and low can be added to the accident rate once data is obtained for the roadway segments.

Phase 2

Two of the performance criteria are recommended for use in a second phase of the project prioritization. These performance criteria would be used when more information is available regarding projects and will be used to refine the project prioritization:

Opportunities for Matching Funds. Measure A provides a limited amount of funding for projects in Marin County. By obtaining matching funds, a project could be implemented with fewer Marin County tax dollars, freeing those dollars to be used on other projects. *The roadway segments that have the ability to attract matching funds would score higher.*

Geographic Equity. The Expenditure Plan (Figure 2, page 18) identifies funding allocations for Major Infrastructure Projects by Planning Area. The allocations are based on population and road miles and will be reviewed at the start of the tax and adjusted to reflect the most current information on that date. The distribution will also be balanced every six years. *The available funding determined by the allocation formulas will determine prioritization.* In addition, within each planning area, the distribution of projects can be evaluated under this performance criterion.

Other Definitions

Pavement Management System (PMS). The PMS data provides an “indicator” of the relative cost of the individual projects.

Project Sponsor. Several project segments cross jurisdictional boundaries. The Public Works Directors have agreed that a project sponsor will implement the project regardless of the jurisdiction.

Major Roadway Projects Data Table

Appendix 1.d.

Planning Area		Segment Number			Length (miles)	Pavement Condition Index	Evaluation		Average Daily Traffic	Evaluation		Transit Frequency (*)	Evaluation	
	Lead Agency		Name of Roadway	TAC			MPWA	TAC		MPWA	TAC		MPWA	
Northern Marin	Novato	N1	Novato Blvd.	Diablo Ave. - San Marin Dr.	2.6	50	30	30	13,308	0	15	1,825	6	2.5
	Marin County	N2	Novato Blvd.	San Marin Dr. - Pt. Reyes/Petaluma	6.81	53	20	20	3,220	0	15	0	0	0
	Novato	N3	South Novato Blvd.	US 101 - De Long Ave/Diablo Blvd	2.5	81	10	10	15,692	10	20	2,724	6	2.5
	Novato	N4	San Marin Dr.	Novato Blvd. - US 101	2.8	60	20	20	15,202	10	20	1,906	6	2.5
	Marin County	N5	Atherton Ave.	US 101 - SR 37	3.1	71	20	20	8,000	0	15	0		
Central Marin	San Rafael	C1	4th Street	Red Hill Ave. - Grand Ave.	1.95	73	20	20	48,000	20	25	3,316	12	5
	San Rafael	C2	3rd Street	2nd Street - Grand Ave.	1.35	69	20	20	31,200	20	25	0	0	0
	San Rafael	C3	2nd Street	4th Street - Grand Ave	1.35	96	10	10	64,200	20	25	0	0	0
	Marin County	C4	Las Gallinas/Los Ranchitos/Lincoln	Lucas Valley Rd. - 2nd Street	4.73	81	10	10	26,022	20	25	2,289	6	2.5
	Marin County	C5	Las Gallinas Ave.	Lucas Valley Rd. - US 101	0.5	80	10	10	5,000	0	15	0	0	0
	San Rafael	C6	Andersen Dr.	A Street - Sir Francis Drake Blvd.	2.5	86	10	10	28,700	20	25	3,570	12	5
	San Rafael	C7	D Street	5th Ave - City Limit	1	86	10	10	19,100	10	20	0	0	0
	Marin County	C8	N San Pedro Rd.	Los Ranchitos -Sunny Oaks Dr.	2.25	61	20	20	13,991	0	15	914	0	0
	San Rafael	C9	Pt. San Pedro Rd.	3rd St/ Grand Ave - Biscayne Dr/ City Limit	4	65	20	20	21,800	10	20	0	0	0
Southern Marin	Marin County	S1	Paradise Dr.	Tamalpais Dr. - Trestle Glen Blvd.	3.57	42	30	30	2,200	0	15	0	0	0
	Tiburon	S2	Paradise Dr.	Trestle Glen Blvd. - Tiburon Blvd.	5.26	47	30	30	2,000	0	15	2,000	6	2.5
	Marin County	S3	Almonte Blvd/ Miller Ave.	Shoreline Hwy - Camino Alto	0.94	72	20	20	25,000	10	20	2,665	6	2.5
	Mill Valley	S4	Miller Ave.	Camino Alto - Throckmorton Ave.	1.35	51	30	30	20,122	10	20	2,665	6	2.5
	Mill Valley	S5	E. Blithedale Ave.	Sunnyside Ave. - Tiburon Blvd.	1.70	66	20	20	23,088	10	20	2,665	6	2.5
	Sausalito	S6	Bridgeway/ 2nd St/ S. Alexander Ave.	US 101 - Ft. Baker Rd.	2.97	94	10	10	11,000	0	15	3,469	12	5
Ross Valley	Marin County	R1	East Sir Francis Drake Blvd.	I-580 - US 101	1.46	76	10	10	31,000	20	25	1,831	6	2.5
	Marin County	R2	Sir Francis Drake Blvd.	US 101 - Wolfe Grade	1.42	50	30	30	59,000	20	25	3,130	12	5
	Marin County	R3	Sir Francis Drake Blvd.	Wolfe Grade - Ross Limit	1	47	30	30	34,500	20	25	4,085	12	5
	Ross	R4	Sir Francis Drake Blvd.	Ross Limit - Bolinas Ave.	1	63	20	20	18,000	10	20	4,085	12	5
	San Anselmo	R5	Sir Francis Drake Blvd.	Bolinas Ave. - Butterfield Road	1.4	68	20	20	34,700	20	25	4,085	12	5
	Fairfax	R6a	Sir Francis Drake Blvd.	Butterfield Rd. - Co. Limit	2.1	79	10	10	18,900	10	20	3,385	12	5
	San Anselmo	R6b	Red Hill	SFD Blvd - San Rafael Limit	0.55	77	10	10	21,800	10	20	3,316	12	5
	Marin County	R6c	Wolf Grade	SRD Blvd - San Rafael Limit	0.6	100	10	10	12,000	0	15	0	0	0
	Larkspur	R7	Magnolia/Corte Madera Ave/Camino Alto	College Ave - Corte Madera Limit	1.9	85	10	10	10,895	0	15	2,055	6	2.5
	Corte Madera	R8	Tamaplais Dr.	Corte Madera Ave - Madera Blvd.	0.7	69	20	20	29,333	20	25	1,591	6	2.5
	Corte Madera	R9	Tamal Vista Blvd. / Madera Blvd.	Fifer Ave. - Tamalpais Dr.	0.9	62	20	20	20000	10	20	702	0	0
	Corte Madera	R10	Lucky Dr.	Riviera Cir - SF Bay Trail	0.4	71	20	20	11000	0	15	702	0	0
	Corte Madera	R11	Fifer Ave.	Lucky Dr. - Nellen Ave.	0.15	67	20	20	11604	0	15	702	0	0
Larkspur	R12	Doherty Dr.	Magnolia Ave. - Riviera Cir.	0.9	53	20	20	11,548	0	15	583	0	0	
Corte Madera	R13	Paradise Dr.	San Clemente - Tiburon Town limit	1.7	72	20	20	21084	10	20	86	0	0	
Western Marin	Marin County	W1	Sir Francis Drake Blvd.	Fairfax Limit - Samuel P. Taylor (Shafter Bridge)	6.68	62	20	20	9,000	0	15	131	0	0
	Marin County	W2	Sir Francis Drake Blvd.	Samuel P. Taylor - Platform Bridge	5.24	30	30	30	3,000	0	15	0	0	0

Notes:

(*) - If segment included several seat/day numbers, the highest was used.

(**) - Bike / Pedestrian Facilities: E = Existing, P = Planned, N = None

Major Roadway Projects Data Table

Appendix 1.d.

Planning Area	Lead Agency	Segment Number	Name of Roadway		Bicycle and Pedestrian Activity (**)	Evaluation		School Access	Evaluation		Accident RATE	Evaluation		Totals Evaluation		Rank		
						TAC	MPWA		TAC	MPWA		TAC	MPWA	TAC	MPWA			
Northern Marin	Novato	N1	Novato Blvd.	Diablo Ave. - San Marin Dr.	E/E	2	13	5	1	3.5	2.5	1.40	0	0	53	65	1	1
	Marin County	N2	Novato Blvd.	San Marin Dr. - Pt. Reyes/Petaluma	E/N	2	13	5	2	7	5	3.27	3.5	2.5	44	56	4	3
	Novato	N3	South Novato Blvd.	US 101 - De Long Ave/Diablo Blvd	E/E	2	13	5	2	7	5	2.80	3.5	2.5	50	53	3	4
	Novato	N4	San Marin Dr.	Novato Blvd. - US 101	E/E	2	13	5	1	3.5	2.5	1.03	0	0	53	59	1	2
	Marin County	N5	Atherton Ave.	US 101 - SR 37	E/E	2	13	5	0	0	0	0.75	0	0	33	47	5	5
Central Marin	San Rafael	C1	4th Street	Red Hill Ave. - Grand Ave.	P/E	2	13	5	0	0	0	2.40	0	0	65	65	1	1
	San Rafael	C2	3rd Street	2nd Street - Grand Ave.	P/E	2	13	5	1	3.5	2.5	6.89	3.5	2.5	60	65	2	1
	San Rafael	C3	2nd Street	4th Street - Grand Ave	N/E	2	13	5	0	0	0	3.29	3.5	2.5	47	50	5	7
	Marin County	C4	Las Gallinas/Los Ranchitos/Lincoln	Lucas Valley Rd. - 2nd Street	E/E	2	13	5	2	7	5	5.17	3.5	2.5	60	59	2	3
	Marin County	C5	Las Gallinas Ave.	Lucas Valley Rd. - US 101	N/E	2	13	5	1	3.5	2.5	1.75	0	0	27	38	9	9
	San Rafael	C6	Andersen Dr.	A Street - Sir Francis Drake Blvd.	E/E	2	13	5	0	0	0	1.60	0	0	55	53	4	5
	San Rafael	C7	D Street	5th Ave - City Limit	P/E	2	13	5	0	0	0	5.59	3.5	2.5	37	44	8	8
	Marin County	C8	N San Pedro Rd.	Los Ranchitos -Sunny Oaks Dr.	P/E	2	13	5	2	7	5	0.83	0	0	40	53	7	5
	San Rafael	C9	Pt. San Pedro Rd.	3rd St/ Grand Ave - Biscayne Dr/ City Limit	P/E	2	13	5	1	3.5	2.5	0.31	0	0	47	56	5	4
Southern Marin	Marin County	S1	Paradise Dr.	Tamalpais Dr. - Trestle Glen Blvd.	P/N	1	6.5	2.5	1	3.5	2.5	2.67	3.5	2.5	44	62	4	3
	Tiburon	S2	Paradise Dr.	Trestle Glen Blvd. - Tiburon Blvd.	P/N	1	6.5	2.5	0	0	0	1.23	0	0	43	59	5	4
	Marin County	S3	Almonte Blvd./ Miller Ave.	Shoreline Hwy - Camino Alto	E/N	2	13	5	0	0	0	3.49	3.5	2.5	53	59	3	4
	Mill Valley	S4	Miller Ave.	Camino Alto - Throckmorton Ave.	E/E	2	13	5	2	7	5	4.80	3.5	2.5	70	76	1	1
	Mill Valley	S5	E. Blithedale Ave.	Sunnyside Ave. - Tiburon Blvd.	N/E	2	13	5	2	7	5	5.01	3.5	2.5	60	65	2	2
	Sausalito	S6	Bridgeway/ 2nd St/ S. Alexander Ave.	US 101 - Ft. Baker Rd.	E/E	2	13	5	0	0	0	3.28	3.5	2.5	39	44	6	6
Ross Valley	Marin County	R1	East Sir Francis Drake Blvd.	I-580 - US 101	E/E	2	13	5	1	3.5	2.5	0.68	0	0	53	53	5	7
	Marin County	R2	Sir Francis Drake Blvd.	US 101 - Wolfe Grade	P/E	2	13	5	0	0	0	1.18	0	0	75	76	1	1
	Marin County	R3	Sir Francis Drake Blvd.	Wolfe Grade - Ross Limit	P/E	2	13	5	0	0	0	0.00	0	0	75	76	1	1
	Ross	R4	Sir Francis Drake Blvd.	Ross Limit - Bolinas Ave.	P/N	1	6.5	2.5	0	0	0	1.83	0	0	49	56	8	6
	San Anselmo	R5	Sir Francis Drake Blvd.	Bolinas Ave. - Butterfield Road	E/E	2	13	5	1	3.5	2.5	3.38	3.5	2.5	72	71	3	3
	Fairfax	R6a	Sir Francis Drake Blvd.	Butterfield Rd. - Co. Limit	E/E	2	13	5	2	7	5	1.24	0	0	52	53	6	7
	San Anselmo	R6b	Red Hill	SFD Blvd - San Rafael Limit	N/E	2	13	5	0	0	0	4.57	3.5	2.5	49	50	8	11
	Marin County	R6c	Wolf Grade	SRD Blvd - San Rafael Limit	E/E	2	13	5	0	0	0	1.73	0	0	23	35	15	15
	Larkspur	R7	Magnolia/Corte Madera Ave/Camino Alto	College Ave - Corte Madera Limit	E/E	2	13	5	1	3.5	2.5	2.65	3.5	2.5	36	44	12	14
	Corte Madera	R8	Tamaplais Dr.	Corte Madera Ave - Madera Blvd.	P/E	2	13	5	1	3.5	2.5	3.47	3.5	2.5	66	68	4	4
	Corte Madera	R9	Tamal Vista Blvd. / Madera Blvd.	Fifer Ave. - Tamalpais Dr.	E/E	2	13	5	0	0	0	1.37	0	0	43	53	10	7
	Corte Madera	R10	Lucky Dr.	Riviera Cir - SF Bay Trail	P/N	1	6.5	2.5	1	3.5	2.5	0.62	0	0	30	47	13	12
	Corte Madera	R11	Fifer Ave.	Lucky Dr. - Nellen Ave.	P/N	1	6.5	2.5	0	0	0	4.72	3.5	2.5	30	47	13	12
	Larkspur	R12	Doherty Dr.	Magnolia Ave. - Riviera Cir.	E/E	2	13	5	2	7	5	1.58	0	0	40	53	11	7
Corte Madera	R13	Paradise Dr.	San Clemente - Tiburon Town limit	E/E	2	13	5	3	7	5	1.07	0	0	50	59	7	5	
Western Marin	Marin County	W1	Sir Francis Drake Blvd.	Fairfax Limit - Samuel P. Taylor (Shafter Bridge)	P/N	1	6.5	2.5	1	3.5	2.5	0.77	0	0	30	47	2	2
	Marin County	W2	Sir Francis Drake Blvd.	Samuel P. Taylor - Platform Bridge	E/N	2	13	5	0	0	0	1.18	0	0	43	59	1	1

Notes:

(*) - If segment included several seat/day numbers, the highest was used.

(**) - Bike / Pedestrian Facilities: E = Existing, P = Planned, N = None

2006 STRATEGIC PLAN

Appendix 2 – Local Transportation Infrastructure – Funding Allocations by Community

**Funding Allocations for Local Infrastructure
Projects by Community**

Agency	2006 % of Total
Belvedere	1.02%
Corte Madera	2.95%
Fairfax	2.87%
Larkspur	4.14%
Mill Valley	6.05%
Novato	17.10%
Ross	1.23%
San Anselmo	4.78%
San Rafael	20.13%
Sausalito	2.84%
Tiburon	3.26%
County	33.64%
TOTAL:	100.00%

2006 STRATEGIC PLAN

Appendix 3 – Safer Access to Schools

Table 1a. Crossing Guard Location Evaluation Criteria (Locations Currently w/ Crossing Guards)

Transportation Authority of Marin - 2006

	Location		Period	Uncontrolled				Stop Signs			Signal Controlled		ADT	Expenditure Plan
	Street - City	School District		Urban >350 VT/h	>40 ped	Rural >300 VT/H	>30 ped	>= 4 lanes	>500 VT/H	>= 40 Ped	>= 40 Ped	Turning >300/hr		
1	SFD Blvd & Laurel Grove Ave Kentfield	KENTFIELD	AM PM					8 8			84 45	2600 2633	35,252	SFD Blvd
2	SFD Blvd & College Ave Kentfield	KENTFIELD	AM PM					9 9			34 9	2585 2587	27,974	SFD Blvd
3	College Ave & Woodland Ave Kentfield	KENTFIELD	AM PM					8 8	1407 1409	59 29			12,346	SFD Blvd
4	N Side of SFD & Meadow Way San Geronimo	LAGUNITAS	AM PM			587 467	17 8	4 4					5,820	SFD Blvd
5	Hickory Ave near Mohawk Corte Madera	LARKSPUR	AM PM	134 75	190 49			2 2					285	
6	Corte Madera & Tamalpais Dr Corte Madera	LARKSPUR	AM PM					6 6	1292 1347	73 23			12,655	
7	Mohawk, in front of Neil Cummins School Corte Madera	LARKSPUR	AM PM	386 171	255 41			2 2					2,308	
8	Tam Racket Club & Doherty Rd Larkspur	LARKSPUR	AM PM	1096 705	67 98			3 3					11,548	
9	Tamalpais Dr & Eastman Ave Corte Madera	LARKSPUR	AM PM					9 9			27 50	2075 2192	16,987	
10	E. Strawberry Dr. & Strawberry School Marin County	MVSD	AM PM	482 465	126 78			3 3					4,091	
11	Throckmorton Ave & Old Mill St Mill Valley	MVSD	AM PM					4 4	665 551	122 98			8,745	
12	Melrose Ave & Evergreen Ave Mill Valley/Homestead Valley	MVSD	AM PM	95 97	50 50			3 3					1,820	
13	Harvard Ave. Mill Valley	Mt Tam School (Pvt)	AM PM					3 3	243 171	2 3			1,085	
14	Center Road & Wilson Ave Novato	NUSD	AM PM					8 8	1118 1152	69 56			8,754	Center Rd
15	Center Road & Leland Dr Novato	NUSD	AM PM	691 548	323 259			4 4					6,021	Center Rd
16	S Novato Blvd & Sunset Pkwy Novato	NUSD	AM PM					9 9			40 31	1830 1071	11,763	
17	Olive Ave & Summers Ave Novato	NUSD	AM PM	401 356	25 23			3 3					4,316	
18	Sutro Ave & Dominic Dr Novato	NUSD	AM PM	714 804	51 43			3 3					4,313	
19	Arthur & Cambridge St Novato	NUSD	AM PM					4 4	986 804	94 162			6,675	
20	S Novato Blvd & Yukon Way Novato	NUSD	AM PM					8 8			40 53	1754 1658	11,700	
21	San Marin Dr & San Ramon Way Novato	NUSD	AM PM					6 6	900 1141	46 60			2,200	
22	San Ramon Way & San Benito Way Novato	NUSD	AM PM					3 3	252 236	202 182			2,171	
23	Karen Way entrance to school Tiburon	REED	AM PM	196 173	90 133			3 3					1,118	
24	Blackfield Dr & Tiburon Blvd Tiburon	REED	AM PM					11 11			16 51	2954 2945	33,745	Tiburon Blvd
25	Avenida Mireflores & Tiburon Blvd Tiburon	REED	AM PM					8 8			65 106	2109 2179	22,465	Tiburon Blvd
26	Tiburon Blvd & Lyford Dr Tiburon	REED	AM PM					6 6			72 29	1323 1366	15,432	Tiburon Blvd
27	Lagunitas & Allen Avenue Ross	ROSS	AM PM					4 4	678 584	199 178			2,565	SFD Blvd
28	Ross Common & Lagunitas Ross	ROSS	AM PM	818 860	100 64			3 3					6,090	SFD Blvd
29	Lagunitas & SDF Blvd Ross	ROSS	AM PM					7 7			53 27	2060 2162	22,484	SFD Blvd
30	Ross at Kensington San Anselmo	ROSS VAL	AM PM					4 4	251 149	82 77			1,986	SFD Blvd
31	Green Valley Court & Butterfield Sleepy Hollow	ROSS VAL	AM PM	717 568	128 18			3 3					5,366	Butterfield Rd
32	Oak Manor & SFD Blvd Fairfax	ROSS VAL	AM PM					5 5			173 82	1560 1272	14,649	
33a	Butterfield Rd & SFD Blvd San Anselmo	ROSS VAL	AM PM					6 6			18 30	2234 1989	21,574	SFD Blvd
33b	Butterfield Rd in front of School San Anselmo	ROSS VAL	AM PM	1027 905	35 31			3 3					6,000	
34	W Castlewood Dr & Knight Dr San Rafael	SRES	AM PM					4 4	566 472	104 112			3,239	
35	Fifth Ave & River Oaks Dr San Rafael	SRES	AM PM					3 3	187 140	216 148			770	
36	117 N San Pedro Road (in front of school) San Rafael	SRES	AM PM	996 1216	39 15			4 4					15,327	
37	Happy Lane & Fifth Ave San Rafael	SRES	AM PM	457 374	92 45			3 3					1,882	
38	Front of school Bolinas	BOLINAS	AM PM			214 214	21 28	2 2					2,665	

Table 1b. Crossing Guard Location Evaluation Criteria (Locations Requesting Crossing Guards)

Transportation Authority of Marin - 2006

	Location		Period	Uncontrolled				Stop Signs			Signal Controlled		ADT	Expenditure Plan
	Street - City	School District		Urban >350 VT/h	>40 ped	Rural >300 VT/H	>30 ped	>= 4 lanes	>500 VT/H	>= 40 Ped	>= 40 Ped	Turning >300/hr		
1	Las Gallinas and Miller Creek Rd Marin Wood	DIXIE	AM PM					11 11	1287 611	57 46			7,234	
2	Arias Street & Nova Albion Way San Rafael	DIXIE	AM PM					3 3	1068 1141	104 99			1,813	
3	Nova Albion Way (@ Vallecito School) San Rafael	DIXIE	AM PM	982 808	85 88			3 3					9,651	
4	College Ave at Stadium Way Kentfield	KENTFIELD	AM PM					5 5			108 349	1185 1305	8,901	SFD Blvd
5	Magnolia Ave & King St. Larkspur	LARKSPUR	AM PM					4 4	1147 1174	133 171			8,901	
6	East Blithedale and Lomita Ave Mill Valley	MVSD	AM PM					11 11			105 72	3238 3581	36,923	E. Blithedale
7	Camino Alto and Sycamore Ave. Mill Valley	MVSD	AM PM					10 10			125 196	1211 2050	21,654	Camino Alto, Miller, E. Blithedale
8	East Blithedale and Elm Ave. Mill Valley	MVSD	AM PM	1292 1337	6 9			3 3					16,830	E. Blithedale
9	Ricardo Road & E. Strawberry Dr. Marin County	MVSD	AM PM	362 332	8 0			3 3					4,000	
10	Gibson & Shoreline Homestead Valley/Marin City	MVSD	AM PM	1661 1486	19 20			4 4					14,764	
11	Montford Ave & Melrose Ave Mill Valley/Homestead Valley	MVSD	AM PM					3 3	134 101	66 54			1,816	
12	One Main Gate Road (@school) Novato	NUSD	AM PM	676 490	28 25			3 3					7,491	
13	Diablo Ave between Hill and Center Novato	NUSD	AM PM	455 579	68 55			3 3					6,768	Diablo Ave
14	Alameda Loma & Calla Mesa Novato	NUSD	AM PM					4 4	593 280	97 68			2,064	
15	Sunset Pkwy & Ignacio Blvd Novato	NUSD	AM PM					7 7	1899 1183	15 32			6,841	Ignacio Blvd
16	Paladini & Vineyard (@ school) Novato	NUSD	AM PM					4 4	520 348	171 149			3,000	Vineyard Rd
17	Wilson & Vineyard Novato	NUSD	AM PM	673 661	33 50			3 3					2,350	Vineyard Rd
18	Wilson Ave @ X-walk to field Novato	NUSD	AM PM	364 416	20 16			3 3					2,311	Vineyard Rd
19	Trestle Glen & Tiburon Blvd	REED	AM PM					5 5			42 19	3293 3210	27,129	Tiburon Blvd
20	Bolinas & SFD Blvd	ROSS	AM PM					8 8			31 25	1713 1860	17,321	SFD Blvd
21	Woodland at back entrance of school	ROSS VAL	AM PM	106 71	26 8			2 2					1,017	SFD Blvd
22	Miranda & SFD Blvd Fairfax	ROSS VAL	AM PM	1958 1900	21 32			5 5					16,424	SFD Blvd
23	Knight Dr & Ashwood Ct San Rafael	SRES	AM PM	419 495	30 39			3 3					4,640	
24	Woodland Ave & Eva San Rafael	SRES	AM PM					3 3	697 480	22 22			4,195	
25	Woodland Ave & Siebel San Rafael	SRES	AM PM	434 379	96 13			3 3					4,200	
26	Woodland Ave & Lovell Ave San Rafael	SRES	AM PM	575 345	21 12			3 3					3,463	
27	Kerner Blvd & Canal St San Rafael	SRES	AM PM					4 4	273 283	128 83			3,215	
28	Bellam Blvd & Francisco Blvd East San Rafael	SRES	AM PM					13 13			20 / 173* 12 / 65	3829 3818	26,627	
29	Bellam Blvd @ I-580 on ramp San Rafael	SRES	AM PM					10 10			20 / 160* 12 / 123	3144 3146	26,630	
30	Bellam Blvd @ I-580 off ramp San Rafael	SRES	AM PM					10 10			20 / 201* 12 / 88	3003 3725	26,630	
31	Racquet Club Dr & Fifth Ave San Rafael	SRES	AM PM					3 3	597 459	15 8			1,990	
32	Olema-Bolinas Rd & Mesa Bolinas	BOLINAS	AM PM					4 4	255 272	1 7			2,732	
33	180 N. San Pedro Santa Venetia	SRES	AM PM	1109 992	38 10			3 3					15,300	

PHA Transportation Consultants - data collected between end of September and beginning of November 2005

January 19, 2006

* school pedestrians (estimated) / total pedestrians

**Summary Data
Crossing Guard Survey
March 2006**

Appendix 3.b

No.	School District	School Name	Repl'd	Enrollment	Have Guards	Need Guards	Guard Type	EP Priority
1	Bolinas-Stinson Union	Bolinas Campus (3-8)						
2		Stinson Beach Campus (K-2)						
3	Dixie	Dixie (K-5)	•	365	No	Yes		
4		Don Timoteo (Leased)						
5		Lucas Valley (Leased)						
6		Mary E. Silveria (K-5)	•	370	No	No	n/a	
7		Miller Creek Middle (6-8)	•	670	No	Yes	n/a	
8		Nova Albion (DO & Leased)						
9		Santa Margarita (Leased)						
10		Vallecito (K-5)	•	350	No	Yes		Nova Albion Way
11	Kentfield	Anthony G. Bacich (K-4)	•	470	Yes	No	P/V	Sir Francis Drake Blvd
12		Kent Middle (6-8)	•	520	No	Yes	n/a	Sir Francis Drake Blvd
13	Laguna Joint	Laguna Joint (K-6)						
14	Lagunitas	Lagunitas (K-8)	•	208	Yes	No	P	
15		San Geronimo Valley (K-6)	•	108	Yes	No	P	
16	Larkspur	Hall Middle (6-8)	•	330	Yes	No	P	
17		Larkspur-Corte Madera (Leased)						
18		Neil Cummins (K-5)	•	407	Yes	No	P	
19		San Clemente (Leased)						
20		Redwood High School						
21	Lincoln	Lincoln (K-6)						
22	Mill Valley	Edna Maguire (K-5)	•	340	No	Yes		Camino Alto
23		Homestead (Leased)						
24		Mill Valley Middle (6-8)	•	740	No	Yes		Camino Alto
25		Old Mill (K-5)	•	290	Yes	No	P	
26		Park (K-5)						E Blithedale
27		Strawberry Point (K-5)	•	300	Yes	Yes	P	Tiburon Blvd
28		Tamalpais Valley (K-5)	•	326	No	Yes		
29		Tamalpais High School						Miller Ave
30	Nicasio	Nicasio (K-8)	•	68	No	No	n/a	
31	Novato Unified	Hamilton (K-5)	•	364	No	Yes	C	
32		Loma Verde (K-5)	•	341	No	Yes	C	Ignacio Blvd
33		Lu Sutton (K-5)	•	421	Yes	No	C	Center Rd
34		Lynwood	•	399	Yes	No	C	
35		Olive (K-5)	•	375	Yes	No	C	
36		Pleasant Valley	•	371	Yes	No	C	
37		Hill (6-8)	•	601	No	Yes	C	Diablo Ave
38		San Jose (6-8)	•	509	No	Yes	C	Ignacio Blvd
39		Sinaloa (6-8)	•	700	Yes	Yes	C	Vineyard Rd
40		Novato (9-12)						
41		San Marin (9-12)						
42		Novator Charter (K-8)						
43		San Marin (9-12)						
44		NOVA/Indep., Adult Ed						
45		Marin Oaks (10-12)						
46		Rancho Elementary (K-5)	•	484	Yes	No	C	
47		San Ramon	•	450	Yes	Yes	C	
48	Reed Union	Bel Aire (3-5)	•	370	Yes	No	P	
49		Del Mar (6-8)	•	350	Yes	No	P	Tiburon Blvd
50		Granada (Leased)						
51		Reed (K-2)	•	356	Yes	Yes	P	Tiburon Blvd

Key:
V - Volunteer
P - Paid Employee
C - Contracted

**Summary Data
Crossing Guard Survey
March 2006**

Appendix 3.b

No.	School District	School Name	Repl'd	Enrollment	Have Guards	Need Guards	Guard Type	EP Priority
52	Ross	Ross (K-8)	•	400	Yes	Yes	P	Sir Francis Drake Blvd
53	Ross Valley	Brookside - Lower Campus (K-2)	•	282	Yes	No	P	Butterfield Rd
54		Brookside - Upper Campus (3-5)	•	287	Yes	No	P	Butterfield Rd
55		Deer Park (Leased)						
56		Manor (K-5)	•	310	Yes	No	P	Sir Francis Drake Blvd
57		Red Hill (Leased)						
58		Wade Thomas (K-5)	•	290	Yes	Yes	V	
59		White Hill (6-8)	•	604	No	No	n/a	Sir Francis Drake Blvd
60		Sir Francis Drake High School						Sir Francis Drake Blvd
61	San Rafael Elem.	Bahia Vista (K-5)						Bahia Way & Canal St
62		Coleman (K-5)						
63		Davidson Middle (6-8)	•	935	No	Yes	n/a	
64		Gallinas (K-8)	•	585	Yes	No	P	
65		Glenwood (K-5)	•	381	Yes	Yes	V	
66		Laurel Dell (K-5)	•	143	No	Yes	n/a	
67		San Pedro (K-5)						
68		Sun Valley (K-5)	•	407	Yes	Yes	P	
69	San Rafael High	San Rafael High (9-12)						
70		Terra Linda High (9-12)						
71		Madrone High - Continuation (9-12)						
72	Sausalito Marin City	Bayside School (K-6)	•	125	No	No	n/a	
73		M. Luther King Jr. Academy (7-8)						
74		Old Manzanita (Leased)						
75	Shoreline Unified	Bodega Bay Elementary (K-5)						
76		Tomaes Elementary (K-8)						
77		Tomaes High (9-12)						
78		West Marin Elementary (K-8)						
79		Inverness (K-1)						
80	Union Joint	Union Joint (K-6)						
81	Private	Marin Horizon (K-8)	•	260	Yes	No	P	Marinda Dr Tiburon Blvd
82		Saint Rita's Prochial School						
83		Saint Hilary	•	240	No	No	n/a	
84		Phoenix Academy	•	120	No	Yes	n/a	
85		Marin Montessori School	•	200	No	No	n/a	
86		St. Anselm School	•	-	No	Yes		
87		Marin Primary School	•	260	Yes	Yes	P	
88		St. Patricks School (K-8)	•	266	No	Yes	n/a	

Key:
V - Volunteer
P - Paid Employee
C - Contracted

Crossing Guard Requests (Phase I)			
Transportation Authority of Marin - 2006			
	Location	School District	Expenditure Plan
	Street - City		
1	Las Gallinas and Miller Creek Rd Marin Wood	DIXIE	
2	Arias Street & Nova Albion Way San Rafael	DIXIE	
3	Nova Albion Way (@ Vallecito School) San Rafael	DIXIE	
4	SFD Blvd & Laurel Grove Ave Kentfield	KENTFIELD	SFD Blvd
5	SFD Blvd & College Ave Kentfield	KENTFIELD	SFD Blvd
6	College Ave & Woodland Ave Kentfield	KENTFIELD	SFD Blvd
7	College Ave at Stadium Way Kentfield	KENTFIELD	SFD Blvd
8	N Side of SFD & Meadow Way San Geronimo	LAGUNITAS	SFD Blvd
9	Hickory Ave near Mohawk Corte Madera	LARKSPUR	
10	Corte Madera & Tamalpais Dr Corte Madera	LARKSPUR	
11	Mohawk, in front of Neil Cummins School Corte Madera	LARKSPUR	
12	Tam Racket Club & Doherty Rd Larkspur	LARKSPUR	
13	Magnolia Ave & King St. Larkspur	LARKSPUR	
14	Tamalpais Dr & Eastman Ave Corte Madera	LARKSPUR	
15	E. Strawberry Dr. & Strawberry School Marin County	MVSD	
16	Throckmorton Ave & Old Mill St Mill Valley	MVSD	
17	Melrose Ave & Evergreen Ave Mill Valley/Homestead Valley	MVSD	
18	East Blithedale and Lomita Ave Mill Valley	MVSD	E. Blithedale
19	Camino Alto and Sycamore Ave. Mill Valley	MVSD	Camino Alto, Miller, E Blithedale
20	East Blithedale and Elm Ave. Mill Valley	MVSD	E. Blithedale
21	Ricardo Road & E. Strawberry Dr. Marin County	MVSD	
22	Gibson & Shoreline Homestead Valley/Marin City	MVSD	
23	Montford Ave & Melrose Ave Mill Valley/Homestead Valley	MVSD	
24	Harvard Ave. Mill Valley	Mt Tam School (Pvt)	
25	Center Road & Wilson Ave Novato	NUSD	Center Rd
26	Center Road & Leland Dr Novato	NUSD	Center Rd
27	S Novato Blvd & Sunset Pkwy Novato	NUSD	
28	Olive Ave & Summers Ave Novato	NUSD	
29	Sutro Ave & Dominic Dr Novato	NUSD	
30	Arthur & Cambridge St Novato	NUSD	
31	S Novato Blvd & Yukon Way Novato	NUSD	
32	San Marin Dr & San Ramon Way Novato	NUSD	
33	San Ramon Way & San Benito Way Novato	NUSD	
34	One Main Gate Road (@school) Novato	NUSD	
35	Diablo Ave between Hill and Center Novato	NUSD	Diablo Ave
36	Alameda Loma & Calla Mesa Novato	NUSD	

Crossing Guard Requests (Phase I)			
Transportation Authority of Marin - 2006			
	Location		Expenditure Plan
	Street - City	School District	
37	Sunset Pkwy & Ignacio Blvd Novato	NUSD	Ignacio Blvd
38	Paladini & Vineyard (@ school) Novato	NUSD	Vineyard Rd
39	Wilson & Vineyard Novato	NUSD	Vineyard Rd
40	Wilson Ave @ X-walk to field Novato	NUSD	Vineyard Rd
41	Karen Way entrance to school Tiburon	REED	
42	Blackfield Dr & Tiburon Blvd Tiburon	REED	Tiburon Blvd
43	Avenida Mireflores & Tiburon Blvd Tiburon	REED	Tiburon Blvd
44	Tiburon Blvd & Lyford Dr Tiburon	REED	Tiburon Blvd
45	Trestle Glen & Tiburon Blvd Tiburon	REED	Tiburon Blvd
46	Lagunitas & Allen Avenue Ross	ROSS	SFD Blvd
47	Ross Common & Lagunitas Ross	ROSS	SFD Blvd
48	Lagunitas & SDF Blvd Ross	ROSS	SFD Blvd
49	Bolinas & SFD Blvd Ross / San Anselmo	ROSS	SFD Blvd
50	Ross at Kensington San Anselmo	ROSS VAL	SFD Blvd
51	Green Valley Court & Butterfield Sleepy Hollow	ROSS VAL	Butterfield Rd
52	Oak Manor & SFD Blvd Fairfax	ROSS VAL	
53a	Butterfield Rd & SFD Blvd San Anselmo	ROSS VAL	SFD Blvd
53b	Butterfield Rd in front of School San Anselmo	ROSS VAL	
54	Woodland at back entrance of school San Anselmo	ROSS VAL	SFD Blvd
55	Miranda & SFD Blvd Fairfax	ROSS VAL	SFD Blvd
56	W Castlewood Dr & Knight Dr San Rafael	SRES	
57	Fifth Ave & River Oaks Dr San Rafael	SRES	
58	117 N San Pedro Road (in front of school) San Rafael	SRES	
59	Happy Lane & Fifth Ave San Rafael	SRES	
60	Knight Dr & Ashwood Ct San Rafael	SRES	
61	Woodland Ave & Eva San Rafael	SRES	
62	Woodland Ave & Siebel San Rafael	SRES	
63	Woodland Ave & Lovell Ave San Rafael	SRES	
64	Kerner Blvd & Canal St San Rafael	SRES	
65	Bellam Blvd & Francisco Blvd East San Rafael	SRES	
66	Bellam Blvd @ I-580 on ramp San Rafael	SRES	
67	Bellam Blvd @ I-580 off ramp San Rafael	SRES	
68	180 N. San Pedro Santa Venetia	SRES	
69	Racquet Club Dr & Fifth Ave San Rafael	SRES	
70	Olema-Bolinas Rd & Mesa Bolinas	BOLINAS	

Crossing Guard Requests (Phase II) Transportation Authority of Marin - 2006			
	Location		Expenditure Plan
	Street - City	School District	
71	Blackstone & Las Gallinas Marinwood	Dixie	
72	Marinwood Ave & Miller Creek Rd. Marinwood	Dixie	
73	Las Gallinas & Elvia Ct. Marinwood	Dixie	
74	Nova Albion Way & Las Gallinas Ave. San Rafael	Dixie	
75	Lomita Dr in front of Edna Maguire Elem. Mill Valley	MVSD	
76	Tiburon Blvd & E. Strawberry Dr. Mill Valley	MVSD	
77	Bell Lane & Enterprise Concourse Mill Valley	MVSD	
78	Evergreen Ave & Ethel Ave Mill Valley	MVSD	
79	Sunset Pkwy & Lynwood Dr Novato	NUSD	
80	Wilson Ave at Hanson Rd (X-walk to field) Novato	NUSD	
81	Olive Ave. @ Olive Elementary School Novato	NUSD	
82	X-walk by Kleinert Way @ Tiburon Police Dept Tiburon	Reed	
83	Tiburon Blvd. & Trestle Glen - signal Tiburon	Reed	
84	Tiburon Blvd. & Stewart Drive - uncontrolled Tiburon	Reed	
85	Tiburon Blvd. & Lyfor Drive - signal Tiburon	Reed	
86	Tiburon Blvd. & Neds Way Tiburon	Reed	
87	Sir Francis Drake Blvd. & Aspen Court San Anselmo	Ross Valley	
88	Sir Francis Drake Blvd. & Tamal Ave. San Anselmo	Ross Valley	
89	Sir Francis Drake Blvd. & Saunders Ave. San Anselmo	Ross Valley	
90	Sir Francis Drake Blvd. & Broadmoor Ave. San Anselmo	Ross Valley	
91	Sir Francis Drake Blvd. & Barber Ave/Ross Ave. San Anselmo	Ross Valley	
92	Sir Francis Drake Blvd. & Butterfield Rd. San Anselmo	Ross Valley	

2006 STRATEGIC PLAN

Appendix 4 – Implementation and Claimant Forms

**PROJECT STUDY REPORT
(TAM Major Road Infrastructure)**

Responsible Agency: _____

Project Name: _____

1. Transportation Project Description

2. Roadway name – Location: _____

(If applicable, identify segments by jurisdiction)

3. Description of Project Limits

Net Length: _____ miles

4. Condition of Existing Facility

(Provide a brief description of the roadway segments, including functional class, condition of distress, pavement class, design features, and bike and pedestrian facilities. Repeat information for each homogeneous segment):

5. Major Roadway Performance Criteria

(from TAC / MPWA evaluation matrix)

Condition of roadway	_____
Average daily traffic	_____
Transit frequency	_____
Bicycle and pedestrian activity	_____
School access	_____
Accident history	_____

6. Environmental Status

Environmental Document Type (CEQA) _____ (NEPA) _____
Status

Anticipated Completion Date _____

Environmental Issues (including anticipated Resource Agency permits):

7. Scheduling

<u>Project Component</u>	<u>Start Date</u>	<u>Estimated Completion</u>
Environmental Studies and Permits	_____	_____
Plans, Specifications, and Estimate	_____	_____
Right of Way Acquisition	_____	_____
Construction	_____	_____

8. Roadway Geometric Information

Will this project change existing geometrics? Yes _____ No _____
 If no, skip this section.

Facility	Minimum	Through Traffic Lanes		Paved Shoulder Width		Median
	Curve Radius	No. of Lanes	Lane Width	Left	Right	Width
*Existing						
**Proposed						
***Local Stds.						

* Enter EXISTING information (Expand as needed, for varied geometrics.)

** Enter PROPOSED information (Expand as needed, for varied geometrics.)

*** If local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No _____
 If no, skip this section.
 If yes, describe:

10. Drainage Information

Is culvert and/or inlet work included in the project? Yes _____ No _____

11. Utility coordination information

Provide information about any upcoming utility projects in the project area. Provide information about any utility re-locations required as part of this project.

12. Multi-Modal and Safety Related Considerations

According to the Marin County Transportation Sales Tax Expenditure Plan, Strategy 3, potential roadway, bikeway, sidewalk, and pathway improvements may include:

- Pavement and drainage maintenance, including signage and striping
- Signalization and channelization to improve traffic flow and safety at key intersections

- Transit and traffic flow improvements to eliminate conflicts between buses and cars
- Transportation Systems Management and Demand Management projects that make the most of our infrastructure investments
- Improvements to reduce the response times for emergency vehicles and improve safety
- Bike path construction and maintenance of bike paths
- Sidewalk and crosswalk construction and maintenance, and other pedestrian infrastructure improvements to safety and mobility
- Accessibility improvements to make our streets and roads usable by all

As discussed in the Expenditure Plan, each major road project will be required to consider the needs of all roadway users. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing for bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

Please discuss, in the following three sections, considerations for multi-modal and safety-related improvements as a part of the regional road maintenance project.

a. Safety Improvements: Describe safety-related improvements considered as a part of the project (refer to collision statistics, traffic volumes, roadway functional classification and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

b. Pedestrian and Disabled Persons Facilities: Describe pedestrian and ADA-related improvements considered as a part of the project (refer to pedestrian master plans, ADA transition plans, school and transit access considerations, and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

c. Bicycle Facilities: Describe bicycle-related improvements considered as a part of the project (refer to bicycle master plans and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

13. Description of Project Scope

(Sufficient scope detail should be provided to allow TAM staff to evaluate the reasonableness of the proposed budget and schedule. Provide a brief explanation of how the project was prioritized for funding, including the project benefits, level of public input and if the project is included in any adopted plans.)

14. Cost Estimate BreakdownCostENVIRONMENTAL STUDIES AND PERMITSPLANS, SPECIFICATIONS, AND ESTIMATERIGHT OF WAYCONSTRUCTIONSUBTOTAL
--% Contingency

TOTAL CONSTRUCTION COST

Construction Support

TOTAL CONSTRUCTION COMPONENT COST

Source:

(Attach Detailed Engineer's Estimate, if available)

15. Other Agencies Involved: (Permits/Approvals from California Department of Fish & Game, US Army Corps of Engineers, California Coastal Commission, etc.)**16. Proposed Funding****Project Phase / Fund Source**

Planned funds are funds for which you intend to apply.

Committed funds are funds from sources that have been awarded.

Environmental Studies & Permits Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total			

Plans, Specifications and Estimate Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total			

Appendix 4.a

Right of Way Acquisition Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total			

Construction (including support) Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total			

Total funding (all Phases)	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional			
TAM Measure A - Local			
other			
other			
Total			

17. List of Attachments

- A. Vicinity Map/Strip Map
- B. Typical Section(s)
- C. PMS Inventory Data (if available)
- D. Engineer's Estimate (if available)

18. Report Preparation

Prepared by _____ Date _____

This Project Study Report (TAM Major Roads) has been prepared under the direction of the Public Works Director (or City Engineer) of the _____. The Public Works Director (or City Engineer) attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Public Works Director/City Engineer

date

TAM AGREEMENT #2006-07

**AGREEMENT
BETWEEN THE
TRANSPORTATION AUTHORITY OF MARIN
AND THE
CITY/COUNTY OF _____**

This AGREEMENT is made this _____ day of _____, 2006, by and between the Transportation Authority of Marin, hereinafter referred to as "TAM", a local public agency, and the CITY (COUNTY) OF _____, hereinafter referred to as "CITY" (COUNTY), a municipal corporation.

RECITALS

WHEREAS, the voters of Marin County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq., approved the authorization of Measure A at the General Election held on November 2, 2004, thereby authorizing that TAM be given the responsibility to administer the proceeds from a one-half cent transaction and use tax; and

WHEREAS, the duration of the tax will be 20 years from the initial year of collection, which began April 1, 2005, with said tax to terminate/expire on March 31, 2025; and

WHEREAS, the one-half cent transaction and use tax proceeds will be used to pay for the programs and projects outlined in the Marin County 20-Year Transportation Expenditure Plan that the voters approved (hereinafter referred to as "PLAN"), as it may be amended; and

WHEREAS, local infrastructure for all modes funds (hereinafter referred to as "FUNDS") are provided, under the Measure A Sales Tax Revenue referendum, to local cities, towns and Marin County (LOCAL AGENCY) to be used for any local transportation need identified by the LOCAL AGENCY's Public Works Director, including streets and roads

projects, local transit projects, bicycle and pedestrian projects and other transportation uses, as approved by the LOCAL AGENCY's governing board; and

WHEREAS, each project will be required to consider the needs of all roadway users and, where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved; and

WHEREAS, the FUNDS within a geographic sub-area will be allocated to the local agencies within that sub-area based on the PLAN formula, weighted 50% by the population of the local agency within the sub-area and 50% of the number of road miles within the sub-area; and

WHEREAS, the FUNDS will be reallocated every two years based on changes in population and road mile figures;

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

The TAM agrees that it shall:

1. Within fifteen working days of the end of TAM's fiscal year (June 30) and the receipt of a funding allocation request from the CITY, remit to the CITY an amount calculated by the PLAN formula used to determine the program allocations, based on the most current population and maintained road mileage figures and based on actual receipts from the California State Board of Equalization for the preceding fiscal year.
2. Update the FUNDS allocation formula every two years as part of TAM's Strategic Plan to reflect the most current population and maintained road mileage using the California State Board of Equalization's Annual Report of Estimated Population (E-1 published in May) and the certified number of maintained road mileage from each CITY and the County. The updated FUNDS allocation formula shall be reflected in the allocations beginning July of each new fiscal year.
3. Report the amount of FUNDS allocated to each CITY for the fiscal year and for the total program to date, on a cash basis.
4. Provide for an independent annual audit of its revenues and expenditures, including the allocation formula for distributing FUNDS to CITY, and render an annual report to the

TAM Governing Board and to the Citizens Oversight Committee within 180 days following the close of the fiscal year.

5. Provide notice to the CITY of any and all expenditures made by CITY which are not in compliance with this AGREEMENT, the PLAN or the Measure A ballot measure promptly after TAM becomes aware of any such expenditures.

The CITY agrees that it shall:

1. Agree to the formula used in the allocation of the FUNDS as reflected in the PLAN, and agree to the use of the State Department of Finance Estimates of Population figures (Report E-1, updated each May) for California cities and counties for the biennial update of the allocation formula.
2. Expend FUNDS according to the applicable provisions of the Plan and of the Public Utilities Code Section 180000 et seq.
3. Set up an appropriate system of interest bearing accounts and reporting for FUNDS received. The accounting system shall provide adequate internal controls and audit trails to facilitate a periodic compliance audit for the FUNDS which shall be maintained for the duration of the Agreement plus five years after discharge.
4. Provide TAM with the number of maintained road miles within CITY's jurisdiction which shall be consistent with the miles reported to state and federal agencies and that contained in the CITY's pavement management system. CITY shall provide TAM with the number of maintained road miles biennially beginning in April 2005, even if there were no changes in the number of miles.
5. Expend FUNDS only on eligible expenses as follows: direct staff time (salary and benefits), consultants; right of way engineering and acquisition costs (including permitting), and competitively bid construction contracts. Indirect costs (as defined by OMB Circular A-87) will not be considered an eligible expense.
6. In the event CITY's expenditures in a fiscal year are less than the amount the CITY has received, provide an explanation of why the revenues exceeded expenditures and how the CITY plans to allocate the FUNDS to future projects
7. Within 60 working days of the end of each fiscal year, provide a Project Report for projects upon which FUNDS were expended. The Project Report shall show the amount spent in that reporting year, including the total estimated project costs, the sources of project funding, the total expenditures to date, a brief description (including digital photographs) and location of the projects, and the benefits to be realized from said

project (see Project Report, Exhibit A). The Report must also include a description and photograph of Measure A signage and the number of signs posted.

8. As part of the Project Report, include a statement, signed by the City Public Works Director, certifying the Report's compliance with the provisions of this AGREEMENT. A resolution by the CITY'S governing board approving the project in a public meeting should be attached to the Report.
9. Notify TAM a minimum of 15 days prior to adopting a project scope and delivery schedule.
10. Provide project information for the TAM website within 30 days following project selection and approval by the CITY's governing board.
11. Provide updated and accurate information (including digital photographs of the projects before, during and after construction) for TAM's website, describing and highlighting projects or programs in which funds received by CITY have been used.
12. Provide updated and accurate information on CITY's website, in order to inform the public, on how the FUNDS are being used in the CITY. Also provide a link on the CITY's website to TAM's website
13. Provide signage (e.g., CITY and TAM logos; "Your Measure A Sales Tax Dollars at Work") at construction sites for projects funded partially or wholly by Measure A sales tax revenue so that the Marin County taxpayers are informed as to how FUNDS are being used.
14. Notify TAM in advance of any press releases about project activities, particularly ground-breakings and ribbon cuttings.
15. Make available, upon request from TAM, CITY's administrative officer or designated staff to render a report or answer any and all inquiries in regards to its receipt, usage and compliance audit findings of FUNDS before the TAM Board.
16. If after the close of the third fiscal year, minimal or no funds have been expended on projects, TAM reserves the right to withhold the fifth year's FUNDS allocation until the CITY's allocation is drawn down.
17. Provide parcel land use information for the annual TAM transportation modeling update.
18. Provide evidence of Pavement Management System certification in accordance with section 2108.1 of the Streets and Highway Code. MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program.

It is Mutually Agreed:

1. **Right to Withhold**: If the above items are not provided to TAM by the annual due date and/or such items are found not to be in compliance with this AGREEMENT, Public Utilities Code Section 180000 et seq., the ballot measure or the Plan, TAM may withhold FUNDS from the CITY until the CITY has corrected any noted deficiencies to TAM's satisfaction. While FUNDS are being so withheld all interest on withheld FUNDS shall be retained by TAM as an administrative fee.
2. **Programmatic Expenditures**: FUNDS will be disbursed on an annual basis by TAM,. Funding for programs are intended to reflect geographic equity based on the population projections for the County in the year 2005. In all cases, amounts shown in the exhibits are estimates; actual distributions will be based on a percentage of net revenues.
3. **Term**: The term of this AGREEMENT shall be from July 1, 2006 to June 30, 2007.
4. **Modification**: This AGREEMENT, including its Exhibits, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings, and may only be changed by a written amendment executed by both parties.
5. **Indemnity**: Neither CITY nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by TAM under in connection with any work, authority, or jurisdiction delegated to TAM under this AGREEMENT. It is also understood and agreed that pursuant to Government Code Section 895.4, TAM shall fully defend, indemnify and hold CITY harmless from any liability imposed for injury from any liability imposed for injury (as defined by Government Code Section 810.8) occur in by reason of anything done or omitted to be done by TAM under or in connection with any work, or jurisdiction delegated to TAM under this AGREEMENT.
6. **Indemnity**: Neither TAM nor any officer or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by CITY under in connection with any work, authority, or jurisdiction delegated to CITY under this AGREEMENT. It is also understood and agreed that pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and hold TAM harmless from any liability imposed for injury from any liability imposed for injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, or jurisdiction delegated to CITY under this AGREEMENT.

7. **Termination:** This AGREEMENT will be subject to termination as follows: a) for breach of any obligation, covenant or condition by the other party, upon notice to the breaching party, b) by mutual consent of both parties. Upon mutual consent, CITY will repay TAM any unexpended FUNDS originally provided under this AGREEMENT.

EXHIBITS AND SIGNATURES

The following Exhibits are hereby made part of this AGREEMENT:

Exhibit A: Project Report (sample format)

Exhibit B: Funding Allocation Request Form

IN WITNESS WHEREOF, the parties have executed this AGREEMENT as of the date first written above.

CITY:

**TRANSPORTATION AUTHORITY
OF MARIN (TAM):**

By: _____
Mayor, CITY OF -----

By: _____
Dianne Steinhauser, Executive Director , TAM

Approved as to form and legality:

By: _____
City Attorney

Attest:

By: _____
City Clerk

EXHIBIT A: Project Report (sample format)

Project Report

(due within 60 days of the end of each fiscal year)

Amount spent in this reporting year -

Total estimated project costs

Sources of funds

Total expenditures to date

Project locations and descriptions

(please provide digital photographs for each project)

Benefits realized from project(s)

Measure A signage:

Number of signs posted:

Attach a statement, signed by the City Public Works Director, certifying the reports compliance with the provisions of the funding Agreement

Attach a resolution by the Governing Board approving the project(s)

Attach the project worksheet template (sample follows) for each project included in the Project Report.

Local Infrastructure Project Report

<i>Name of project:</i>
<i>Project limits:</i>
<i>Jurisdiction:</i>
<i>Description of project:</i>
<i>Roadway's Pavement Condition Index(if applicable):</i>
<i>Date of last PCI Evaluation (if applicable):</i>

Multi-Modal and Safety-Related Considerations

According to the Marin County Transportation Sales Tax Expenditure Plan, each local infrastructure project will be required to consider the needs of all roadway users. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing for bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

Please discuss, in the following three sections, considerations for multi-modal and safety-related improvements as a part of the local infrastructure project.

1. Safety Improvements: Describe safety-related improvements considered as a part of the project (refer to collision statistics, traffic volumes, roadway functional classification and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

2. Pedestrian and Disabled Persons Facilities: Describe pedestrian and ADA-related improvements considered as a part of the project (refer to pedestrian master plans, ADA transition plans, school and transit access considerations, and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

<p>3. Bicycle Facilities: Describe bicycle-related improvements considered as a part of the project (refer to bicycle master plans and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.</p>

EXHIBIT B: Funding Allocation Request Form

(see Appendix 4.c for Sample Allocation Request Form)

**Transportation Authority of Marin
Measure A – Transportation Sales Tax**

Sample Allocation Request Form

Fiscal Year of Allocation:

Expenditure Plan: Strategy –

Project Name:

Implementing Agency:

Scope of Work:

Strategic Plan Programmed and Requested Amounts:

Strategy –	Programmed Amount	Requested Amount
Total		

Total Budget:

FY 2006/07	Measure A	Other Funds	Total Cost
Total			

Other Funds:

Cash flow Distribution:

Drawdown Schedule					
	FY <u>2006/2007</u>				Total
	Qtr 1	Qtr 2	Qtr 3	Qtr 4	
Quarterly Drawdown Amount (\$ x 1,000)					
Cumulative Drawdown Limitation (\$ x 1,000)					

Qtr 1 = 7/1 – 9/30; Qtr 2 = 10/1 – 12/31; Qtr 3 = 1/1 – 3/31; and Qtr 4 = 4/1 – 6/30

Project Delivery Schedule:**Environmental Clearance:**

2006 STRATEGIC PLAN

Appendix 5 – Project Fact Sheets

HIGHWAY 101 CARPOOL LANE GAP CLOSURE PROJECT



THE PROJECT

- This project is the third phase of the Highway 101 widening project to provide continuous HOV lanes in Marin County. The project limits are from the Coleman Pedestrian Overcrossing to the 580/101 separation.
- The project includes the construction of northbound and southbound HOV lanes, replacing the 101 SB to 580 EB connector, re-aligning Francisco Boulevard West, relocating utilities underground and drainage improvements.
- The project will be built in eight stages and will require several traffic switches. Work requiring lane closures will take place at night. Some operations will require full freeway closures and detours.

PROJECT BENEFITS

The project will:

- Complete one of the remaining portions of the planned continuous Highway 101 HOV system in Marin County
- Reduce traffic congestion for motorists and transit riders using the HOV lanes
- Improve traffic flow on the 101 NB to 580 EB connector by providing an additional, dedicated traffic lane
- Improve Francisco Blvd West by relocating and reconstructing the roadway and undergrounding utilities

HIGHWAY 101 CARPOOL LANE GAP CLOSURE PROJECT

RECENT PROGRESS

- Bids for this project opened on December 13, 2005. Caltrans is preparing to award the contract in February 2006.
- Construction is scheduled to start in March 2006.

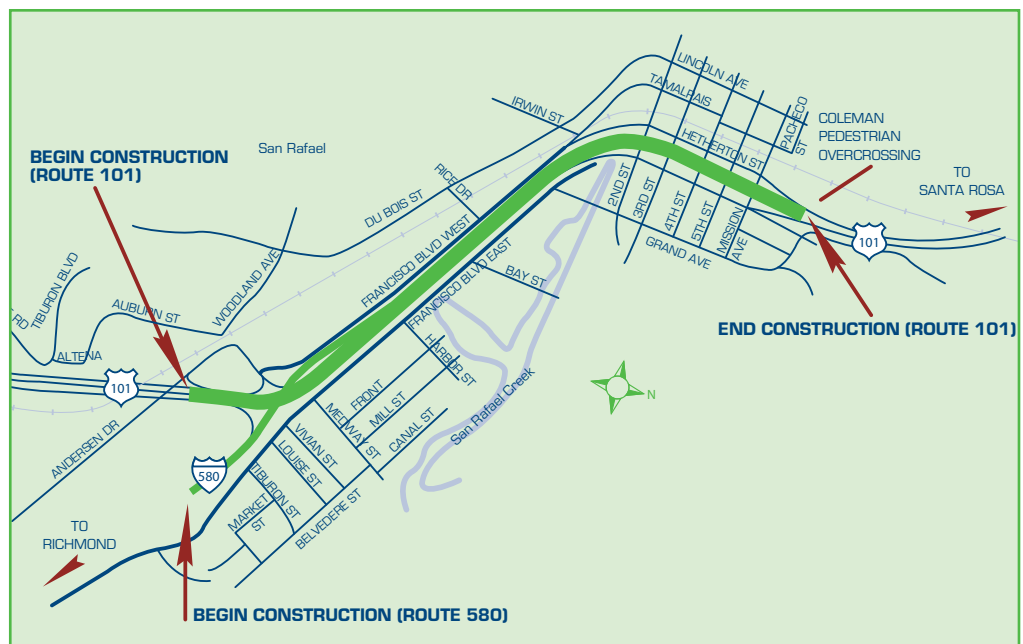
COSTS AND FUNDING

- This project is sponsored by the Transportation Authority of Marin and is funded by a variety of funding sources including State, Federal and Measure A funds.
- The anticipated construction cost is \$48.5 Million.

PROJECT SCHEDULE

- Start Construction – March 2006
- Complete Construction – December 2008

PROJECT AREA



FOR MORE INFORMATION

Contact Connie Preston, 510/215-0264.

2006 STRATEGIC PLAN

Appendix 6 – Marin County Transportation Sales Tax Expenditure Plan

<http://www.tam.ca.gov/view.php?id=22&PHPSESSID=6a7e3c6b29aedd588122ca68b3930927>

2006 STRATEGIC PLAN

Appendix 7 – Marin County Transit District Short-Range Transit Plan

http://www.co.marin.ca.us/depts/PW/main/marintransit/short_range.html

2006 STRATEGIC PLAN

Appendix 8 – Comments and Responses on 2006 Draft Strategic Plan

**Comments and Responses
on
Draft 2006 Measure A Transportation Sales Tax Strategic Plan**

July 17, 2006

WRITTEN COMMENTS RECEIVED BY TAM:

1. Comment (Summarized): Local Transit -

Part 1: Commenter expressed support for 7-day/week Stagecoach service to Stinson Beach from Marin City.

Part 2: Commenter expressed support for service at fifteen minutes intervals along the major corridors (i.e. Highway 101 into San Francisco).

Part 3: Commenter thought it would be useful for improved service if timetables for lines with hourly, half-hourly or quarter-hourly service had consistent departure times (for example, service at Stop A was at :05 and :35 past each hour).

Staff Response: Per the 2006 Measure A Strategic Plan, the Marin County Transit District (MCTD) is the sole claimant for Strategy 1: *Local Bus Transit* funds. The sales tax expenditure plan requires MCTD to prepare a Short-Range Transit Plan (SRTP), providing a 10-year outlook for revenues and needs for local transit in the County. The 2006 SRTP was approved by MCTD in March 2006. Following the adoption of the SRTP, MCTD adopted a 2006 Service Plan in May 2006.

These comments apply to the adopted SRTP and Service Plan. MCTD was consulted on the following responses:

Part 1: MCTD will begin weekend service between Marin City, Stinson and Bolinas on July 1 on the Stagecoach. Schedules will be available in mid-June. There will be year-round Saturday service and seasonal Sunday service. The weekend service will run along Panoramic Highway while weekday service will continue to run on Highway 1.

Part 2: MCTD and Golden Gate will be working towards the goal of 15-minute intervals along major corridors within a fiscally constrained transit plan.

Part 3: MCTD and Golden Gate Transit create consistent schedules wherever possible. As part of service changes planned in September 2006, the "meet times" at the San Rafael Transit Center will change to the hour and the half-hour, simplifying schedules at this hub. Traffic and other factors that vary throughout the day are obstacles in creating consistent schedules at all stops.

Recommended Change to Strategic Plan: None.

2. Comment (Summarized): North-South Greenway Maintenance Program –

The Greenway passes through multiple jurisdictions and will be a challenge to maintain. MCBC has been working with TAM to resolve the critical issue of maintenance of TAM funded multi-

jurisdictional projects proposed as part of the N-S Greenway, in particular the issue of who will be responsible for routine maintenance. A maintenance policy is requested to be made part of the Strategic Plan with the following elements:

- a. Reserve sales tax revenue interest income for use in a future 50/50 match reimbursement program. Interest income, described on pages 16 and 17 of draft Strategic Plan, shall be revised to reflect eligibility of sales tax revenue interest for use in funding local match element of the N-S Greenway maintenance program.
- b. Apply maintenance policy to all projects funded by TAM that are a part of the N-S Greenway;

Inventory existing and planned facilities that are part of the N-S Greenway to ascertain the scope of maintenance required for these facilities. In addition, include as part of this inventory, all existing Class 1 pathways in the County of Marin.

Staff Response: Staff derived policy elements to be considered by the TAM Board in response to comments received on the inadequacy of bike/ped path maintenance. At the June 14th, 2006 TAM Executive Committee meeting, the Committee considered a number of staff recommended policy elements:

- Conduct an inventory of the North-South Greenway path system existing condition.
- Include in budgeted funds for FY 2006-07 a part time Adopt-A-Path coordinator for local jurisdictions to tap into as needed, as a one-year pilot.
- Establish policy intent that TDA Article 3 funds administered by TAM, as well as Regional Bicycle- Pedestrian Program funds from MTC be available for major maintenance of path systems, as a priority use of those funds.
- Consider the dedication of future TAM sales tax interest as a 50/50 match to local jurisdictional funds expended annually on routine maintenance for North-South greenway path elements, with a priority on facilities funded wholly or in part by TAM. This is an eligible Measure A expense.

The Executive Committee recommended the setting aside of sales tax interest funds for a 50/50 match program for Marin local jurisdictions who maintain TAM funded path systems.

Recommended Change to Strategic Plan: Section II. A. *Separation of Strategies & Sub-strategies Policy*, 5th paragraph after first sentence (Interest on fund balances within a sub-strategy will accrue to the sub-strategy, but may be allocated as determined by the TAM Board.) insert:

Routine maintenance of the primary north-south trunk-line multi-use path system, known in part as the North-South Greenway, is an eligible expenditure of interest earned on fund balances. TAM will conduct an inventory of what is needed to provide maintenance of the existing North-South Greenway path system. Interest is temporarily reserved for the purpose of routine maintenance of the path system until which point the inventory is completed.

Local jurisdictions, defined as the County of Marin as well as the cities and towns of Marin County, who are responsible for routine maintenance of the multi-use path facility may apply for the interest on fund balance funds. TAM will provide up to 50% on a reimbursable basis, to local jurisdictions in which the path segment lies. Projects funded wholly or in part by Measure A

funds will receive priority for reimbursement of routine maintenance expenditures. TAM will develop an application procedure that clarifies eligible expenses and prioritization criteria.

3. **Comment (Summarized):** Proposed Local Roads Project Clearinghouse – During the Measure A TAC process, the need for citizens to be able to easily track Measure A funded local projects was discussed. Consideration for TAM maintaining a web page that would serve as a clearinghouse of all local road projects was mentioned.

MCBC requests that language be added to the Local Roads funding process and agreement on page 33 of the Draft Strategic Plan and in Appendix 4.b: Draft Sample Funding Agreement – Local Roads to address this request. The purpose of this clearinghouse would be for local residents and others to be able to find out information about proposed local roads projects before the local jurisdiction's governing body approves such projects, so as to be able to provide input into the design of such projects.

Staff Response: Per the draft local road funding agreement, Appendix 4.b, Measure A local roads funds are provided to local cities, towns and Marin County to be used for eligible local transportation needs as approved by the local agency's governing board. The formal process for gaining public input on Measure A funded projects under this strategy rests with the local agency.

However, to address the request to have TAM assist in easily tracking local projects funded under this strategy. TAM will require each local entity to notify TAM prior to taking action on adoption of a project scope and schedule. To the extent possible, TAM will post information about the adoption schedule of the governing board on the TAM website.

Recommended Change to Strategic Plan: Modify Appendix 4.b: Draft Sample Funding Agreement – Local Roads to include requirement that local agency is to notify TAM a minimum of fifteen (15) days prior to adopting a project scope and delivery schedule funded under Strategy 3.2 – Local Infrastructure for All Modes.

ORAL COMMENTS RECEIVED AT PUBLIC HEARING ON MAY 25, 2006 at TAM BOARD MEETING:

4. **Comment (Summarized):** North-South Greenway Maintenance Program—
Several comments were received expressing need for funding of path maintenance for the North-South Greenway pathway. The alignment for this path passes through multiple jurisdictions. Several comments expressed a need to have a centralized agency, such as TAM, take a lead in maintaining the path.

Concerns were expressed that lack of maintenance funds may inhibit completion of new path construction.

Commenter's suggested pathway maintenance is an eligible expenditure under Strategy 3. N/S Greenway maintenance should be "taken off the top," due to the fact it serves the entire county.

Staff Response: In response to several oral comments received expressing need for funding of path maintenance for the North-South Greenway pathway, staff drafted a number of policy elements to be considered by TAM. The result of those discussions and recommended changes to the Strategic Plan are discussed above, under response to written comments, #2, above.

Recommended Change to Strategic Plan: See response to comment #2 above.

5. **Comment (Summarized):** Debt Service –
Why is the cost of debt service taken "off the top". The cost to finance the Gap Closure Project should be taken directly from that project (*i.e. Strategy 2*).

Can any of the debt service taken "off the top" be allocated to the 101 Gap Project to reduce the reserve?

Staff Response: The Sales Tax Expenditure Plan, page 2, last paragraph, states the ½ cent transportation sales tax is expected to generate an average of \$16.5 M per year over 20 years in new revenue, net of expenses for administration, debt service and bond issuance costs. The footnote referenced in the same paragraph states the plan assumes a \$30 million bond issuance in the first year of the sales tax.

As stated in Section III.B *Off-the-top Expenditure Assumptions/Debt Capacity* of the Strategic Plan, bond issuance cost is considered an "off-the-top" expense. The Strategic Plan is consistent with the Expenditure Plan.

Note that the approval of fund leveraging proposals enabling TAM to swap available federal funds into the Hwy 101 project has reduced the amount of debt financing originally anticipated for the project. Sales tax is being utilized as it accrues for the Hwy 101 improvements, Strategy 2, until such time as debt service is necessary.

Recommended Change to Strategic Plan: None.

6. **Comment (Summarized):** Reserve Policy –

The reserve policy on Page 17 is overly conservative. A stated purpose of the reserve policy is to allow for fluctuations in annual sales tax receipts. Shouldn't projects just be deferred to account for any fluctuations in tax receipts?

Staff Response: Per the Strategic Plan, Section II.B - *Reserve Policy*, a 5% annual reserve is established for the first five years of the Strategic Plan. The purpose of the reserve is to not only ensure that projects are implemented on time, but to allow for fluctuations in annual sales tax receipts that might negatively impact ongoing operating programs. The primary need for the reserve falls to the operating programs such as transit and the Safe Routes to Schools programs which constitute over half of the Measure A sales tax allocations.

Measure A Sales Tax is being utilized to leverage other funds for Hwy 101. It is not possible to defer these funds, as the risk to losing the other federal and regional funds would be great.

A guiding principle adopted as part of this strategic plan is to *Promote a balanced use of funds throughout the County* (see page 15 of the draft plan). Based on this principle, TAM is committed to working with program and project sponsors to move all strategies forward simultaneously to provide a balanced expenditure of Measure A funds throughout the County. As local capital projects are developed, such as those under Major Roads and Safe Pathways, it becomes increasingly difficult to defer them during on-going project delivery tasks.

Recommended Change to Strategic Plan: None.

7. **Comment (Summarized):** Marin Sonoma Narrows Project Funding –

Concern was expressed over funding proposed for a HOT Lane study on Hwy 101.

Staff Response: These comments were related to a FY 2006-07 budget item on TAM's May 2006 agenda regarding use of Federal Earmark funds for the Marin Sonoma Narrows (MSN) project. Funding for a HOT lane follow-up study to MTC's regional study is not included as a Measure A expense in the 2006 Measure A Strategic Plan. Any future decisions regarding the use of the Federal Earmark funds by TAM on the MSN Project will be subject to further discussion by the TAM Board.

Recommended Change to Strategic Plan: None.

8. **Comments (Summarized):** Sir Francis Drake Blvd. –

Commenter expressed concern over poor level of service on Sir Francis Drake Blvd. Some sections are getting attention; however, TAM needs to look at regional impacts, not just individual sections. The suggestion was made to consider doing a study to establish long-term regional plan for Sir Francis Drake Blvd.

Staff Response: Sir Francis Drake Blvd is included in the Major Infrastructure sub-strategy of Strategy 3, Local Transportation Infrastructure. The roadway is located in both the Ross Valley Planning Area and the Western Marin Planning Areas, as described in the Expenditure Plan and Strategic Plan. In both planning areas, Sir Francis Drake Blvd was identified as a priority segment

with Marin County as the project sponsor. The Strategic Plan includes programming of Measure A funds for the environmental review and preliminary design phases for both segments.

Transportation studies to establish a more long-term regional plan for east-west routes such as Sir Francis Drake Blvd. will continue to be discussed by the TAM Board. However, there are limited funding sources available for studies such as this.

Recommended Change to Strategic Plan: None.